

## CHIPPAWAMSI SWAMP ROAD IS ELIMINATED

New Cutoff, Two and One-Half Miles  
in Length, Now Open to  
the Public.

### BRIDGES READY FOR AUTOS

Federal Aid Secured for the Work  
by the American Auto Association.  
New Cutoff Starts Near Occoquan.  
Complete Work by June 1.

Northern motorists and tourists from other States who contemplate tours which embrace the highway from Richmond to Washington, will be glad to learn that the dreaded roads through Chippawamsi Swamp can be avoided by a new cutoff road, two and one-half miles in length, which is now ready for use. The elimination of the bad stretch of highway is described by the Washington Post, as follows:

Chippawamsi Swamp, which lies 13.7 miles from Washington on the Washington-Richmond highway, and is acknowledged to be the worst piece of road in the United States by every one who has traversed it, is no more. The two and one-half miles of road which has been under construction for about a year, and which obviates this worst piece of highway in the United States, is open to the public. The road is not completed as yet and will not be entirely finished until June 1, but the bridge across Chippawamsi Creek at the lower end of the road and the bridge across Quantico Creek at this end of the stretch are finished, and cars will be permitted to pass over them this week.

This two and one-half miles of road, which, has perhaps been a greater thorn in the sides of motorists touring North or South, than any other stretch in this country, no matter what its length, has been the cause of many motoring parties either not coming to Washington on their way South, going instead by the valley route or abandoning the trip altogether.

Soon to the Tourist.

The opening of this stretch insures the motorist that now he will be able to go south from Washington over the Washington-Richmond Road without the dread of spending the night in the swamp, as many have done in the past. This road, the Washington-Richmond Highway, is the main artery of travel, or, rather, will be, between the North and South. The road dates back to the days before the Civil War, but, due largely to the fact that it traverses a square settled portion of Virginia, it has been neglected. It was not until a public subscription to build it was started by the American Automobile Association, who succeeded in also getting Federal aid for the work, that any attempt to improve it was made.

Trip Over New Route.

A trip over the route was made last week by a representative of this paper, in company with representatives of the American Automobile Association. A Saxon six-cylinder touring car was used. The start was made from Washington about 10 o'clock in the morning. To Occoquan the road was all that could be asked. Part of it is macadam and the remainder a sand-clay road, which in spots is a little rough, but nothing more than can be expected of a road of this nature which

is subject to heavy travel.

Leaving Occoquan, the party decided to take the short route down and return by what is known as the longer of the two ways to Dumfries. Instead of taking the first turn beyond Occoquan to the right, they continued on to the second. This road was found to be rough, and, after traversing it for about two and one-half miles, a very bad hill was encountered. Dropping down from this hill and crossing a ford the worst piece of going on the entire route was struck. There is a spring right on the side of the hill, the water from which flows onto the road, making the going almost impassable.

#### Compelled to Make Detour.

After getting about half-way up the hill the mud was so deep, and the ruts so bad that it was decided to back down the hill and make a detour of about two miles over onto the other road which leads through Agnewville and by what is known as the two-story schoolhouse. Until the turn left at the schoolhouse was made this road proved all that could be desired.

Turning here the going was very rough for the next mile and a half, having been badly cut up by wagon or ox-cart tracks. Once back on the main road again the remainder of the route to Dumfries, with the exception of one hill, was plain sailing. At Dumfries instead of keeping straight ahead they turned left across the narrow-gauge railroad over the bridge. For the next two miles the road is all that can be asked. At the end of this distance a turn to the right is made, there being a store on the left. It is well to watch this point closely, as they are also working the road to Quantico, three miles distant, which branches off here, and unless one is careful they are liable to become confused and take the wrong road.

#### Road Nearly Completed.

From here on to Chippawamsi bridge, a matter of two miles and a half, is where they are now working to finish the road which they are now throwing open for use due entirely to the fact that the detour is well nigh impassable. All that remains to be done is to put on the top-dressing, all the grading being completed. Beyond this and on to Richmond the way is clear sailing.

### SIMPLIFIED LESSONS ON PROPER CARE OF AUTOS

(Continued From Seventh Page.)

some getting into the crank case.

Q. Kindly explain how you would hook up a generator and coil and ammeter in a double wire method.

W. B. A. You would run a wire from the generator, negative pole, to the battery, negative pole; then a wire from the positive pole of generator to ammeter and from ammeter to positive pole of the battery. By trying the ammeter in one of it reads discharge when current is running from the battery; certainly to use on it. This assumes that the current and regulator are built into the generator. If they are separate, you should have a wiring diagram to determine the proper wiring. The coil, distributor and ignition switch would be wired from the independent of the generator. A sample wiring would be to go from battery to switch, switch to coil, coil to interrupter, and from the interrupter back to the battery. This circuit can be changed, it only being necessary to have the units in a series.

Q. There are a number of small holes in my top, so that the water leaks through. Is there any filler for these holes, or any way to stop the leaking? What kind of holes?

A. M. L. I know of no way in which to stop the leaking of a top. The small holes are most likely being caused in by sparks from a wire or pipe.

Q. My fan slips. The belt is of canvas. Can it be shortened by cutting and using

some belt fasteners, like a leather belt?

J. J. A. I doubt that joining the belt and cutting, as you suggest, will work out well. Why not tighten the belt by moving the fan away from its driving pulley. Try really all cars have a means for doing this. If you fan is held on an arm, you will find that by loosening a clamping screw that holds the fan and its arm so as to tighten the belt.

Q. Please tell me how to put in dry batteries for starting on a Ford car.

A. Use six dry cells, counted in series, connect one wire from the battery in any handy metal part of the engine or frame, and the other wire to the "battery" terminal post on the coil box. This post will be vacant, no wire being connected to it. This is all that is necessary to do.

Q. I have a 1914 car. When I let in on the clutch, there is an awful knock, which only comes when starting and when I give the car gas. What can this be, and what should I do?

A. Something is badly worn so that there is considerable play. Most likely the bushing and pins of the universal joint. Replacing is the remedy.

Q. My runs well up to about twenty miles, but if I try to go over this distance, the car will not run. The carburetor has been adjusted, but it doesn't help. What is the trouble?

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